

stands at the W side. Timber products are exported; cement, grain, and petroleum products are imported.

(BA NP 20)

8/02

Page 91—Lines 25 to 44/R; read:

Depths—Limitations.—The main approach channel is authorized for drafts up to 11m as far as a position W of Fjardgrund Light. The secondary channel leading from S through Bredskarssund is authorized for drafts up to 4m; the secondary channel leading from E via Petlandskar is authorized for drafts up to 4.3m.

There are three main berths, with ro-ro ramps, at Umea Hamn (Holmsund).

Pirkajen Quay is 168m long and has a depth of 10m alongside; North Quay is 360m long and has depths of 5.5 to 7.9m alongside; and South Quay is 150m long and has a depth of 11m alongside. The fairway leading to these berths is authorized for drafts up to 10.2m.

Stormskar oil terminal, in the S part of Umea Hamn, consists of a berth, 80m long, with a depth of 11.1m alongside. The fairway leading to this terminal is authorized for drafts up to 10.2m.

At Obbola, there is a T-shaped oil terminal jetty, 70m long, with a depth of 11m alongside. The fairway leading to this jetty berth is authorized for drafts up to 10.2m. Vessels up to 40,000 dwt and 200m in length have been handled.

There is also a chemical quay, 85m long, with depths of 4.5 to 6m alongside. The fairway leading to this quay is authorized for drafts up to 4.7m.

The ferry terminal at Hillskar has four berths. The largest berth is 160m long and has a depth of 7.5m alongside.

Holmen road bridge spans the port at the N end of Holmsund. The W section has a vertical clearance of 10m and the E section has a vertical clearance of 7m. The channel leading N of the bridge is used only by small craft.

Patholmensviken, a small craft harbor, lies 1 mile NNE of Hillskar ferry terminal. It is protected by a breakwater and has depths of 2 to 4m. Bredvik, a yacht harbor, lies close S of Obbola.

There are facilities for general cargo, bulk, ferry, tanker, and ro-ro vessels in the port. Tankers up to 57,000 dwt, 215m in length, and 10.2m draft have been accommodated.

(BA NP 20; Fairplay Ports)

8/02

Page 92—Lines 1 to 48/L; read:

Pilotage.—The pilotage area for Umea lies between a line bearing 140° through Norrbyskar (63°33'N., 19°52'E.) and latitude 64°03'N. All requests for pilotage must be made through the VTS station at Lulea (see Sector 9).

Pilotage is compulsory, as follows:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length and over or 15m beam and over.
3. Category 3 vessels of 90m in length and over or 16m beam and over.

In certain channels between Vaktaren and Skagsudde/Rundvik, pilotage is compulsory, as follows:

1. All Category 1 vessels.

2. Category 2 vessels of 80m in length, 15m beam, and 5m draft and over.

3. Category 3 vessels of 90m in length, 15m beam, and 5.5m draft and over.

The pilot can be contacted by VHF and boards in the vicinity of Vaktaren Light (63°37'N., 20°25'E.). In bad weather, the pilot generally boards in the entrance fairway.

Regulations.—It is reported that tankers over 13,000 dwt and 7.6m draft bound for Stormskar oil terminal and cargo vessels over 8.5m draft bound for Umea Hamn are restricted to daylight movements.

Anchorage.—Vessels waiting for the pilot may anchor in depths of 18 to 25m about 1.5 miles SE of Vaktaren Light.

Anchorage can be taken in depths of 14 to 18m close N of Bredskar Island. Anchorage can also be taken in depths of 15 to 16m, clay and mud, close E of Obbola, about 0.8 mile below the Holmen road bridge.

Directions.—Three entrance channels, which may best be seen on the chart, lead into the port (see paragraph 8.5).

Caution.—Several submarine cables, which may best be seen on the chart, lie across the channel close S of the Holmen road bridge.

A submarine outfall pipeline, which may best be seen on the chart, extends SE into the fairway from the S part of Obbola. Anchorage is prohibited within 150m above and 100m below this pipeline.

A mine area, which may best be seen on the chart, lies across the main fairway about 0.7 mile N of Bredskar Island. Navigation is permitted, but anchorage and fishing are prohibited due to the possible presence of sub-surface mines. Passage through the area during thunderstorms may also be dangerous.

(BA NP 20; BA NP 286)

8/02